

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING

January 18, 2012  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

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| Mayor W. J. "Jim" Lane, Scottsdale, Chair                     | * Mark Killian, The Killian Company/Sunny Mesa, Inc.     |
| F. Rockne Arnett, Citizens Transportation Oversight Committee | Phil Matthews, Salt River Pima-Maricopa Indian Community |
| Ron Barnes, Total Transit                                     | Mayor Jackie Meck, Buckeye                               |
| # Mayor Bob Barrett, Peoria                                   | * Garrett Newland, Macerich                              |
| Dave Berry, Swift Transportation                              | # Mayor Marie Lopez Rogers, Avondale                     |
| Jed Billings, FNF Construction                                | Mayor Elaine Scruggs, Glendale                           |
| Councilmember Ben Cooper, Gilbert                             | * Mayor Scott Smith, Mesa                                |
| # Councilmember Shana Ellis, Tempe                            | Karrin Kunasek Taylor, DMB Properties                    |
| Councilmember Dick Esser, Cave Creek                          | Councilmember Jack Sellers, Chandler                     |
| * Victor Flores, State Transportation Board                   | * Vice Mayor Thelda Williams, Phoenix                    |
|   | * Supervisor Max W. Wilson, Maricopa County              |
- \* Not present  
# Participated by telephone conference call  
+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair W. J. "Jim" Lane at 4:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Bob Barrett, Mayor Marie Lopez Rogers, and Councilmember Shana Ellis participated in the meeting by telephone.

Chair Lane announced that on January 11, 2012, the MAG Management Committee unanimously recommended approval of agenda items #4B and #6 that were on the TPC agenda.

Chair Lane requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda, and then turn in the cards to staff, who will bring them to him. He stated that parking garage validation and transit tickets for those who used transit to attend the meeting were available from staff.

Chair Lane addressed those in attendance who were interested in the South Mountain Freeway. He noted that the South Mountain Freeway specifically is not on the TPC agenda today, but the public could comment during the Call to the Audience at the beginning of the meeting. Chair Lane stated that based upon the regional plan developed by MAG, ADOT is working with the Federal Highway Administration and other federal and state agencies to conduct the engineering and environmental study of the proposed freeway. This Draft Environmental Impact Statement still is being developed and is expected to be available for public review and a public hearing later this year. There will be another opportunity for public review and a public hearing for the Final Environmental Impact Statement, which will be available by the end of 2012. Chair Lane stated that comments also could be made through the project hotline at 602-712-7006. He added that fact sheet and hotline contact information were available on each side of the room. Chair Lane noted that input provided through the hotline will become part of the public record.

### 3. Call to the Audience

Chair Lane stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Lane noted that with the significant number of requests for public comment that had been submitted, and to ensure that everyone would be heard, each speaker would be allowed one minute comment.

Chair Lane recognized public comment from Robert Gooltz, a resident of Sun City West, who serves on the Board of Directors and is Chair of the Public Transit Committee. Mr. Gooltz stated that he has been in Arizona for four years and he cannot understand how a huge retirement community has been denied public transit for 50 years. He stated that there should be transit service, which would relieve traffic and decrease accidents. Mr. Gooltz stated that even though the Sun City residents pay gas, county, and Proposition 400 sales taxes, they do not receive public transit and he would like to know why. Chair Lane thanked Mr. Gooltz for his comments.

Chair Lane recognized public comment from Andrew Marwick, who stated that commuter rail is suitable to metro areas and is used in San Diego, Los Angeles, Salt Lake City, and even in Albuquerque, a city one-fifth the size of Phoenix. Mr. Marwick stated that commuter rail is more suitable for metro areas, allows for transit oriented development, is environmentally friendly, and

provides a base for a connection to high speed rail that would connect the Phoenix area to Southern California and Las Vegas. Chair Lane thanked Mr. Marwick for his comments.

Chair Lane recognized public comment from Elizabeth Venable, who said she was born and raised in Phoenix and has an undergraduate degree in plant biology and a master's degree in public administration. Ms. Venable stated that she did not believe building the South Mountain Freeway at this time was a wise use of funds. She remarked that people have been told that growth will bring prosperity, but the collapse of the Phoenix economy shows that this is not the case. Ms. Venable stated that if new transit corridors are going to be built, they should be more about serving public need instead of targeting low income people of color who disproportionately bear the burden of pollution. She said that she thought the freeway would destroy public lands. Chair Lane thanked Ms. Venable for her comments.

Chair Lane recognized public comment from Kevin Tangney, who gave his time to a representative of the Gila River Indian Community.

Chair Lane recognized public comment from Lori Riddle from the Gila River Indian Community, who said that she wanted someone to record her so people could see how they are pushed through the process. She said that they do not want the freeway; it is not for their need or benefit. Ms. Riddle stated that no one lives there and no one knows the terrain. She remarked that the Community wants clean air and environment, but the pollution will be pocketed in that area and is estimated to be nine times worse. Ms. Riddle stated that no one will listen to them and they will keep coming back. Chair Lane thanked Ms. Riddle for her comments.

Chair Lane recognized public comment from Frank Riggins, representing the youth of the Gila River Indian Community, who said they do not want the South Mountain Freeway in their community. Mr. Riggins remarked that he understood that the pollution from the freeway would be harmful to farms, animals, plants and humans. Chair Lane thanked Mr. Riggins for his comments.

Chair Lane recognized public comment from Krystal Correa who gave her time to an indigenous speaker.

Chair Lane recognized public comment from Toby Manuelito, a resident of downtown Phoenix, who urged an end to the Loop 202 idea. He said to stop digging into our mother. Mr. Manuelito asked that decision makers think of children like him who want fresh air and to ride their bikes and then they destroy what is left of our mother. He said that his brother and sister reside here and he requested that indigenous people be considered by stopping Loop 202. He said that this is culture genocide. Chair Lane thanked Mr. Manuelito for his comments.

Chair Lane recognized public comment from Liz, with Code Pink Women Arizona, who gave her time to an indigenous speaker. She stated that she opposes Loop 202, as does her entire community.

Chair Lane recognized public comment from Michael Tashquinth, who introduced who he is in his indigenous language. Mr. Tashquinth, a resident of Komatke, said that building the Loop 202 is a very bad thing. He said that this freeway would be going through his land. He asked the Committee if they had been his land and added that the Village of Gila Crossing is very ancient. Mr. Tashquinth stated that his great-grandfather was the last traditional elder from Gila Crossing. He stated that five times his community has been approached about having the freeway on their land and five times they have said no. Mr. Tashquinth asked what part of no do they not understand? He said that the pollution from the freeway will kill them. He said that the names of the people here now and their families will go down in history books as the killers of the entire Pima nation, and asked if that is how they wanted their names to be remembered. Mr. Tashquinth's time expired. He remarked when you stand before the creator you had better have a good answer for him. He said that he will stand before the creator and say he did his best to fight hard for his land and people. Chair Lane thanked Mr. Tashquinth for his comments.

Chair Lane recognized public comment from Matthew Henderson, a graduate of NAU in environment and land use planning. Mr. Henderson expressed that he understood the need for transportation alternatives for the growing population, but what the City has been doing for the past 50 years with the transportation plan is unprogressive and lacks community character. He asked the Committee to imagine having a worthwhile transportation infrastructure that competes with other southwestern states and brings the City out of dumb growth patterns to smart growth patterns that will put this city forward as a leader in sustainable transportation. Mr. Henderson requested that Loop 202 not be extended. Chair Lane thanked Mr. Henderson for his comments.

Chair Lane recognized public comment from Katherine Paxton, a Phoenix native whose occupation is nurse/midwife. She said that she cares for patients at Indian Health and rode to the meeting on her bicycle. Ms. Paxton stated that numerous people she has spoken to oppose Loop 202. She said it is time to stop building freeways and it is time to imagine a new Phoenix. Chair Lane thanked Ms. Paxton for her comments.

Chair Lane recognized public comment from Margaret Plews, a Phoenix resident, who expressed her opposition to Loop 202, especially through South Mountain. She gave the remainder of her time to an indigenous speaker.

Chair Lane recognized public comment from Craig Slomin, who gave the remainder of his time to Alex Soto.

Chair Lane recognized public comment from Alex Soto, originally from the Tohono nation but now a resident of Phoenix. Mr. Soto mentioned he provided public comment to the TPC in 2009 that Loop 202 would negatively impact the health of the communities around the freeway corridor. Mr. Soto stated that the freeway would be a desecration to their way of life because the mountain is a sacred cultural site and is the creator's home. Mr. Soto stated that they have been saying this for 25 years and will keep saying it. He stated that the freeway will come within one mile of where his ancestors are buried and he would not want to go through a freeway to visit their graves. Mr. Soto stated that his entire family opposes this freeway and he added that he hoped people would find in

their hearts that there are better ways to spend \$1.9 billion, such as transit for Sun City that the first speaker requested. Chair Lane thanked Mr. Soto for his comments.

Chair Lane recognized public comment from Danelle Spring, a resident of District 6 on the Gila River Indian Community. She said that she resides a couple of miles from the proposed Loop 202. Ms. Spring expressed that her family opposes Loop 202. She said that she can see the sun rise, the clouds, the birds – things that you do not have in Phoenix and cannot understand. Ms. Spring considers Loop 202 a rape on her people. Ms. Spring's time expired. She stated that she could not see how this atrocity would be allowed and she would fight it with her every breath. Chair Lane thanked Ms. Spring for her comments.

Chair Lane recognized public comment from Jezz Putnam, who stated that he read a statement from the Gila River Indian Community at a MAG meeting in November 2009. He said he was glad to see representatives of the Community today, because government that does not serve him or them invisibilizes them. Mr. Putnam stated that last time he was at MAG, it was said that the EIS would be available, but it is not. He stated that he did not think government cares about the people or the environment. Mr. Putnam stated that you are the continuation of genocide, rape, of every grimy side of this civilization. Mr. Putnam's time expired. He stated that he was here for his child, himself and his community and want to do things differently. Mr. Putnam requested that this be put on the next agenda. Chair Lane thanked Mr. Putnam for his comments.

Chair Lane recognized public comment from Stacy Olson, a 12-year resident, who expressed her opposition to the Loop 202 extension. She said it is a shame to be at this point without an EIS. Ms. Olson commented that even negative findings from the EIS might not stop the project. She stated that she saw this as part of the development of Canamex, which is a failure in its goal to help people survive. Chair Lane thanked Ms. Olson for her comments.

Chair Lane stated that this completed the Call to the Audience public comment period.

Audience members began speaking loudly from their seats. Chair Lane stated that the speakers were out of order and repeatedly called for order. After the comments concluded, Chair Lane thanked the speakers for their statements, although out of order.

#### 4. Approval of Consent Agenda

Chair Lane stated that agenda items #4A and #4B were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Lane asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Mr. Arnett moved to approve agenda items #4A and #4B on the consent agenda. Mayor Meck seconded, and with no further discussion, the motion carried unanimously.

4A. Approval of the November 16, 2011, Meeting Minutes

The Transportation Policy Committee, by consent, approved the November 16, 2011, meeting minutes.

4B. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified nine times with the last modification approved by Regional Council on October 26, 2011. Since then, there is a need to modify projects in the programs. Table A projects are the technical modifications related to the Arterial Life Cycle Program that was approved by the MAG Regional Council on September 21, 2011. The additional project change requests were modifications to project costs and new projects related to newly awarded federal funds for both safety and transit projects. On December 8, 2011, the Transportation Review Committee (TRC) recommended approval of the project changes. Since the TRC met, additional project changes were requested. These modifications are mainly clerical and minor adjustments to financial information. The projects in Table A are dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee. The projects in Table B may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination. On January 11, 2012, the MAG Management Committee recommended approval.

6. Amendment of the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update to Include High Occupancy Vehicle (HOV) Lane Ramps at Loop 101 and Maryland Avenue

Chair Lane noted that agenda item #6 would be heard next if there were no objections from the committee. None were noted.

Eric Anderson, MAG Transportation Director, stated that this item is a request by the City of Glendale to include direct High Occupancy Vehicle (HOV) lane ramps at Loop 101 and Maryland Avenue. Mr. Anderson noted that this is a major regional project that would provide access to the Westgate/Jobing.com Arena and the University of Phoenix stadium complex. He displayed a map of the location of the project.

Mr. Anderson stated that the Loop 101 Freeway in the vicinity of the Maryland Avenue overpass is in place and was widened to accommodate the future construction of ramps that would provide direct access to the Loop 101 HOV lanes from Maryland Avenue. He remarked that direct HOV ramps is the one element of the freeway system that could be improved. He said that improvements

to the HOV lanes encourage carpooling and provide better access for transit and for general traffic during special events such as the upcoming 2015 Super Bowl. Mr. Anderson added that access would be provided, not only to the two arterial streets, but also to the HOV ramps. Mr. Anderson noted that staff feels that because of these elements, this is a very good regional project.

Mr. Anderson stated that ADOT estimated the cost of this project to be \$14.5 million in 2009, but because ADOT has proposed that the project be built as a design-build project, the final cost may be lower. He stated that the City of Glendale has identified about \$8 million that is in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region. Mr. Anderson explained that the STAN funding was established by the Legislature in 2006, and subsequently swept to balance the State budget in 2009. He noted that the swept funds were replaced with ARRA stimulus funds to keep the STAN projects moving forward. Mr. Anderson stated that the City of Glendale found approximately \$10 million in the account this summer and ADOT agreed that \$8-\$8.5 million would be available after the existing obligations were paid.

Mr. Anderson stated that in order to use the STAN funds, a project must be on the state highway system and approved by the State Transportation Board. He said that the concern is to commit these funds quickly. Mr. Anderson added that approximately \$16 million in STAN funds was identified for non-urban counties.

Mr. Anderson stated that it is proposed that the balance of the project cost of \$6.5 million and \$1 million in contingency would be from program funds. He noted that he thought the project cost would be less than \$14.5 million, which would reduce the amount of regional funds. Mr. Anderson stated that project savings of approximately \$36 million are available from the Loop 101 HOV lanes project that could be applied toward this project. He said that he was asked if there were other projects in the region that could use these funds, and he communicated that when it comes to freeway projects, there is not much that can be done with \$8 million of STAN funds. He indicated that most freeway projects have a higher cost than this project and they feel this ramp project is a good fit for the funds. Chair Lane thanked Mr. Anderson for his report and asked if there were any questions. There were none.

Councilman Sellers moved to recommend approval of a new project to add HOV direct connection ramps at the L101 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region, estimated to be approximately \$8 million, be allocated to this project with the MAG Freeway/Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity. Councilman Esser seconded, and the motion passed unanimously.

## 5. Results of the Proposition 400 Performance Audit

Monique De Los Rios Urban provided a report on the results of the Proposition 400 Audit. Ms. De Los Rios Urban stated that an audit of the Regional Transportation Plan is required to be conducted

every five years, beginning in 2010, and every five years thereafter. She said that the Performance Audit produced recommendations to improve the oversight and management of the program and the recommendations would be presented today. Ms. De Los Rios Urban explained that the recommendations were grouped into three categories: Green, recommendation is already in practice; Yellow, recommendation is proposed to be implemented with modifications; Red, recommendation is proposed not to be implemented.

Ms. De Los Rios Urban stated that the packets provided to members included detailed information on the twenty five recommendations in Audit Report as well as MAG's official response letter to the Auditor General and a link to the original Audit Report. Ms. De los Rios' slide presentation included all twenty five recommendations and focused on those that were coded yellow and red. For example, recommendation #5 is to publish a dashboard-format summary of performance data on a regular basis on MAG's website showing targets, budget and schedule by corridor and by project. She noted that MAG has this information on its website but it is not fully interactive as the auditors suggested, so it is being redesigned.

Ms. De Los Rios Urban stated that recommendation #7 is to continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary. She stated that it is proposed that MAG continue to implement this recommendation as has been the practice.

Ms. De Los Rios Urban stated that recommendation #8 is to develop a "report card" type feature to provide project snapshots summarizing project performance, budget schedule and percent completion. She noted that MAG agrees with this recommendation and proposes implementation.

Ms. De Los Rios Urban stated that recommendation #9 is to ensure consistency in reporting and to facilitate the tracking of totals and data between the Annual Proposition 400 Reports, Regional Transportation Plan Updates and life cycle program reports. She explained that the proposal is to improve the process to create consistency in the reporting timelines.

Ms. De Los Rios Urban stated that recommendation #12 is to have MAG require the use of the Congestion Management Program tool among local cities and counties to identify and prioritize projects. She stated that the recommendation is agreed to and a proposed different method is recommended for implementation. Ms. De Los Rios Urban stated that the Congestion Management Program tool may not be the best vehicle for transit, and MAG will be exploring different analytic tools that could enhance transit programming.

Ms. De Los Rios Urban stated that recommendations #18 and #19 were similar because they address the Memorandum of Understanding (MOU): To develop detailed provisions for the MOU agreements among the four Regional Transportation Plan Partners, and possibly the City of Phoenix; Strengthen the existing transit planning MOU to describe the mechanics and specificity of process. She advised that there may be ways to establish new functions, but the assessment is that the existing MOU in place is adequate.



Ms. De Los Rios Urban stated that recommendation #22 is to adjust MAG Transportation Policy Committee membership requirements to include RPTA and METRO transit representatives. She said that MAG has included transit representation on the TPC since the beginning of the committee and stated that this recommendation is not proposed for implementation.

Ms. De Los Rios Urban stated that recommendation #23 is to reaffirm the role of CTOC and increase effectiveness by implementing several changes, among them, to be staffed by MAG. She said that staff looked at this recommendation and proposes that some of the recommendations could be implemented, but legislative action would be required for final implementation.

Ms. De Los Rios Urban stated that a public hearing at MAG was held immediately before the TPC meeting. She said that per the Arizona Statutes action is required from RPTA, Valley Metro Rail, the Board of Supervisors, the State Transportation Board, and CTOC. Ms. De Los Rios Urban stated that implementation items will be proposed for recommendation and action at upcoming meetings of the MAG Transportation Review Committee, Management Committee, Transportation Policy Committee, and Regional Council. Chair Lane thanked Ms. De Los Rios Urban for her report and asked members if they had questions.

Mr. Berry referenced recommendation #23 regarding staffing of CTOC. He said when this was first considered he recollected that the reason ADOT was the most appropriate place to staff CTOC was because it created a separation of powers and eliminated a conflict of interest. Mr. Berry added that CTOC was a counter balancing force representing citizen input and there was a risk of conflict of interest because it oversees some of MAG's responsibilities. Mr. Berry indicated that knowing this background might be helpful when considering the recommendations.

Chair Lane asked for clarification of this item in the recommendations. Ms. De Los Rios Urban replied that a proposed implementation plan will be brought back as an action item.

Mr. Arnett stated that he would like some background or reasoning for the auditors making this recommendation. He said that he tried to find out more information during the interview process but did not receive much satisfaction.

Mr. Anderson stated that in conversations with the auditor on MAG, instead of ADOT, staffing CTOC, their take was that when CTOC was established in Proposition 300, which was basically a freeway program, it made more sense that ADOT staffed the committee. With Proposition 400, a multimodal program, the auditors thought that MAG, as a multimodal agency, staffing CTOC would be more appropriate. Mr. Anderson stated that the separation of power referenced by Mr. Berry is something that was discussed with the auditor. He said that CTOC is a creature of state law and any change would have to be made by the Legislature. Mr. Anderson remarked that MAG would staff CTOC if requested, but in the enabling legislation for Proposition 400 the staffing remained with ADOT.

Mr. Arnett stated that he thought a joint recommendation on CTOC by MAG and ADOT might be appropriate. He also said that he would like to know more about the documentation and tracking

that the auditors indicated were missing. Mr. Anderson replied that they had extensive discussion with the auditor on that recommendation because it was staff's impression that MAG had extensive documentation; when the freeway program was balanced, there were technical documents and extensive discussion at eight meetings covered by 73 pages of minutes. Mr. Anderson stated that he thought the auditors were looking for a single document that described everything that was done and documenting the process, which might be nice to do, but staff has a lot of work to do prospectively. Mr. Anderson remarked that staff will provide whatever documentation the policy makers and elected officials need. He added that we can always improve, but at some point there is a diminishing return on the effort. Mr. Anderson stated that staff, though, has committed to improving the organization of the documentation to address this recommendation.

Dennis Smith, MAG Executive Director, stated that the summary transmittals are a unique feature at MAG. They report how each committee voted, the pros and cons, etc. Mr. Smith stated that the audit firm is from California and was not familiar with what MAG does, such as the 20-year life cycle for transit, streets, and freeways. He explained that other states have a capital program and it is a jump ball every sixth year. Mr. Smith stated that a commitment was made to the voters for a 20-year plan and MAG is doing its best to deliver the plan as promised.

Mr. Arnett commented that with an eye to a future extension of the half-cent sales tax, a public statement might be needed. He suggested a public response on how MAG has been accountable and measured performance. Mr. Arnett stated that a positive statement is needed because many people remember that these elements are a key part of the audit.

Mr. Smith stated that the provisions for making major amendments are very restrictive and these types of provisions are uncommon in other states. Mr. Smith stated that staff tried to communicate that to the auditors but were not very successful.

Mr. Berry commented that reform was desired by the voters and he thought MAG had done an admirable job with transparency, allowing input, holding fast to the plan, and navigating through the decrease in funds due to the recession. Mr. Berry stated that he had gone through numerous audits in many organizations and frequently, auditors are unfamiliar with an organization. He said that auditors feel a client is not getting its money's worth unless suggestions or criticisms are offered and it is rare if every single suggestion is acted upon. Mr. Berry indicated that he thought the fact that they had only 25 recommendations was pretty good. He urged keeping the audit in perspective with the statutory requirements and the expectations of the citizens of transparency and accountability. Mr. Berry indicated that he thought huge strides had been made in that direction.

Mr. Anderson returned to Mr. Arnett's suggestion of a public response. He said that the audit was released on December 21, 2011, and a press release was issued. Mr. Anderson stated they did not want to preempt discussions of the TPC and Regional Council on the recommendations, but will be beginning work on a public document that brings out Proposition 400's accomplishments and successes.

Chair Lane referenced Mr. Berry's statements about keeping perspective. He said that whether an auditor is familiar or unfamiliar with an organization, it is imperative to not challenge the messenger too much because that can sound wrong, too. Chair Lane suggested giving solid answers and demonstrating the answers are in place. He said that the best way is to keep the process transparent, communicate we are moving ahead and are responsive to recommendations.

7. Legislative Update

No report.

8. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

9. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments from the Committee were noted.

Adjournment

Councilmember Esser moved and Councilmember Cooper seconded to adjourn the meeting at 5:15 p.m.

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Chair

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Secretary